

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

SECRET/CONTROL - U.S. OFFICIALS ONLY
SECURITY INFORMATION

50X1-HUM

COUNTRY	Czechoslovakia	REPORT	
SUBJECT	Railroad Construction Projects	DATE DISTR.	16 November 1953
DATE OF INFO.		NO. OF PAGES	3
PLACE ACQUIRED		REQUIREMENT NO.	RD
		REFERENCES	50X1-HUM

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

50X1-HUM

Electrification of the Prague-Cerna (Cierna nad Tisou) Railroad line

1. The electrification of the Prague-Cerna (Cierna nad Tisou) railroad line, which passes through Olomouc, Bohumin, Zilina, Spisska Nova Ves and Kosice, is included under the Five-year Plan and was to be completed by 28 October 1953 and handed over for public use as an electric line. The erection of poles was completed along the line in spring 1952, and in some places even the wire had been mounted.
2. The main electric current distribution center is situated west of Valy and east of Prelouc (051/M58), between the railroad and the Prelouc-Valy-Pardubice highway. It was completed in April 1952; it measures 300 by 200 meters and is enclosed by a brick wall three meters high. Its entire surface is of concrete. On its northern side is an oblong concrete building 150 by 20 meters in size which contains the transmitters, switches and small transformers. There are a number of large transformers on the concrete surface.
3. This main distribution center receives power from the Pardubice-Prelouc-Ervenice Power Works stations. New hydro-electric projects are to provide additional power.
4. The main power distribution center is eventually to supply electric current to Rumania over a long-distance line. Construction of this line was begun in 1952. The cables are to be of aluminum 40 mm. thick and are to be capable of carrying 250,000 volts. The posts are 16 meters high and have porcelain insulators about 80 cm. large.

Elimination of Curves between Kolin and Pardubice

5. To permit higher speed, curves are being straightened wherever the terrain permits it. In the Tynec nad Labem sector, on the south bank of the Elbe River, there were many complicated curves. In March 1952, therefore, they began tracing a new line from the Tynec nad Labem station in the direction of Telcice. The village of Kojice, 216 meters above sea level, had to be partially covered with earth and

SECRET/CONTROL - U.S. OFFICIALS ONLY

STATE	x	ARMY	x	NAVY	x	AIR	x	FBI		AEC		ORR	EV	x		
-------	---	------	---	------	---	-----	---	-----	--	-----	--	-----	----	---	--	--

(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

SECRET

50X1-HUM

- 2 -

the local fishpond had to be drained. A rocky ridge between Tynec nad Labem and Kojice had to be blasted through. Now there is only one bend, near Vinarice, in the vicinity of Tynec nad Labem, and it follows a straight line from there to Prelouc and Pardubice.

6. The stop at Kojice has been abolished and the road now crosses the railroad below grade there. The stop at Trnavka has been moved towards Telcice and now bears the name of the Chvaletice railroad station.
7. Two large bridges have been built east of Telcice, where the Elbe River loops away from the railroad line. The drainpipes of the Chvaletice mines are laid beneath these bridges.

50X1-HUM

1. Comment: The 1951-1952 telephone book lists the Pardubice Power Distribution Works (Pardubické energetické rozvodné závody) at both Prelouc and Pardubice. No branch of the Ervenice Power Works is listed at either place.

SECRET

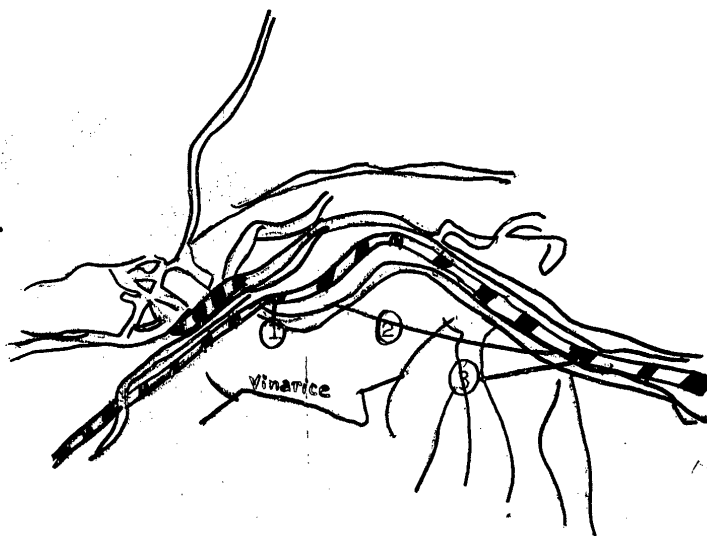
SECRET

- 3 -

50X1-HUM

Elimination of Tynec nad Labem Curve

Tynec n. L.



Scale: 1:50,000

50X1-HUM

1. Beginning of new tracks near Vinarice, near the Tynec nad Labem station.
2. The new track and part of the covered up village of Kojice.
3. New track joining the old line near a brick kiln, near the old railroad stop of Kojice.

SECRET